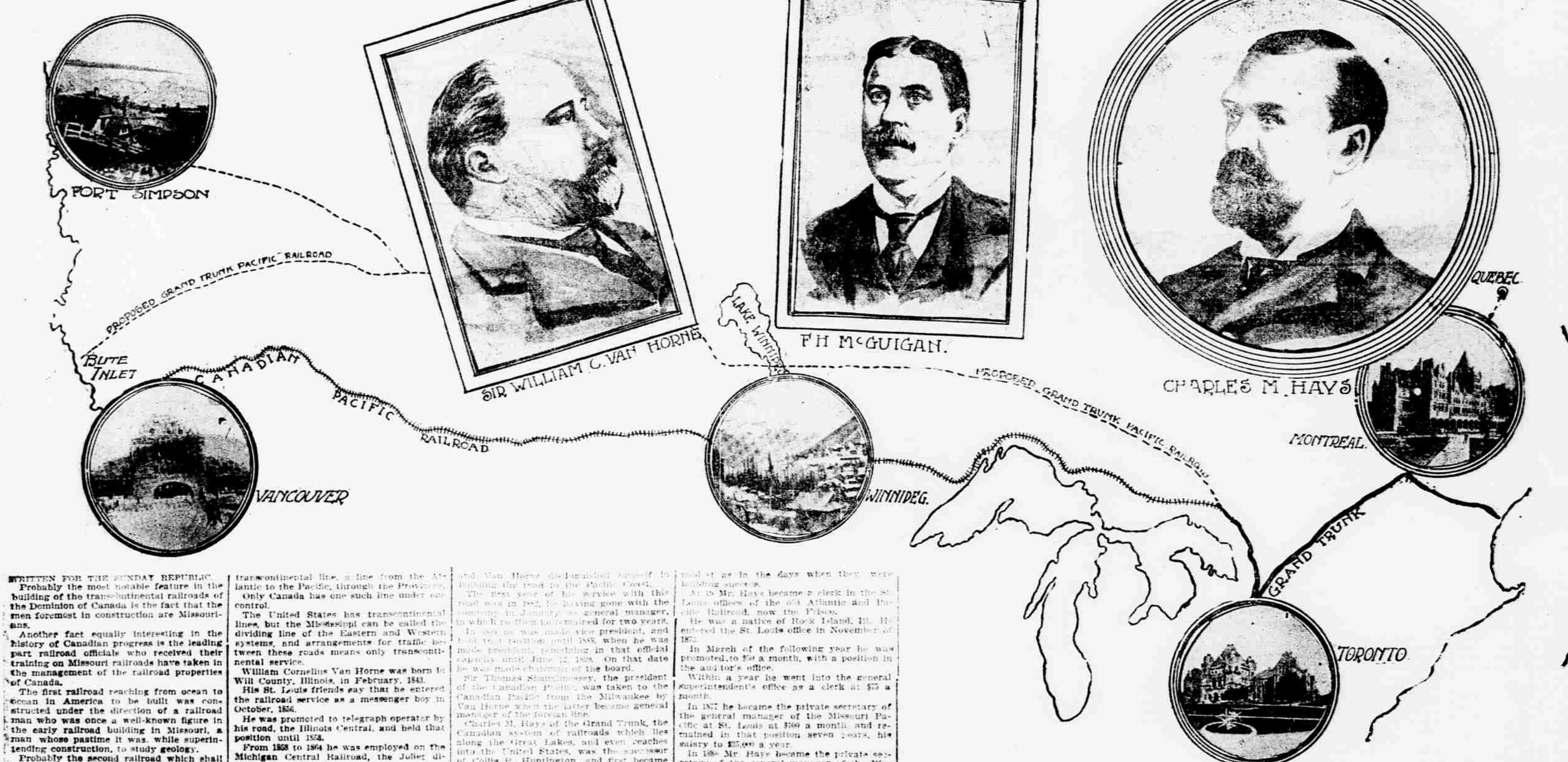


MISSOURIANS RUN THE RAILROADS OF CANADA



WRITTEN FOR THE SUNDAY REPUBLIC.

Probably the most notable feature in the building of the transcontinental railroads of the Dominion of Canada is the fact that the men foremost in construction are Missourians.

Another fact equally interesting in the history of Canadian progress is the leading part railroad officials who received their training on Missouri railroads have taken in the management of the railroad properties of Canada.

The first railroad reaching from ocean to ocean in America to be built was constructed under the direction of a railroad man who was once a well-known figure in the early railroad building in Missouri.

And the thing which railroad men do not overlook, in speaking of these men, is that the chief railroad men of Canada left the farm for the city, the toil of soil development to become city business men, and later found their own development a great factor in the greatest development in the list of things that count for progress—that of railroad building.

Sir William C. Van Horne, chairman of the board of the Canadian Pacific Railway, and Charles M. Hay, second vice president and general manager of the Grand Trunk, are the two leading Missourians doing their world's work in Canada.

They have called to their support in lesser official positions other railroad men from Missouri lines.

Van Horne has been away from Missouri so long that he is not known to many as having once lived in this State.

But Charles M. Hay has been a resident of St. Louis until so short a time ago that by many he is still considered a St. Louis man.

These men have gone into the British colonies, have been eminently successful, in fact have achieved such successes that one of them has been knighted in recognition of his great services to the Canadian Government, and the other has won that recognition which will enable him to build another

transcontinental line, a line from the Atlantic to the Pacific, through the Province.

Only Canada has one such line under construction.

The United States has transcontinental lines, but the Mississippi can be called the dividing line of the Eastern and Western systems, and arrangements for traffic between these roads means only transcontinental service.

William Cornelius Van Horne was born in Will County, Illinois, in February, 1843.

His St. Louis friends say that he entered the railroad service as a messenger boy in October, 1862.

He was promoted to telegraph operator by his road, the Illinois Central, and held that position until 1873.

From 1873 to 1874 he was employed on the Michigan Central Railroad, the latter division, in various capacities.

From 1874 to 1875 he was on the Chicago and Alton.

With the Alton he was for the first six months ticket agent and telegraph operator, then the next three years train dispatcher, for one year superintendent of telegraph, closing with three years as division superintendent.

From July, 1875, to July, 1876, he was general superintendent of the St. Louis, Kansas City and Northern Railway.

He was general manager of the Southern Minnesota Railway from October, 1876, to October, 1878, and from that time until December, 1879, he was president of the company.

Again he returned to the Chicago and Alton as general superintendent. This was in October, 1879, to December, 1879. It was while with the Alton that Mr. Van Horne became so well known in St. Louis, and many stories are told of how he used to carry a hammer in his pocket and chip off little bits of stone as he superintended railroad construction or the picking up of a wrecked train in the early part of the Alton's history.

These little chips of stone he would label with some Latin name and store away for future examination.

Leaving St. Louis in January, 1880, he went to the Chicago, Milwaukee and St. Paul Railway, and became general superintendent, which position he held two years.

Then he went to the Canadian Pacific.

The Government had subsidized the road,

and Van Horne disembarked himself in building the road to the Pacific Coast.

The first year of his service with this road was in 1882, he having gone with the company in January as general manager, in which position he remained for two years.

In 1884 he was made vice president, and held that position until 1888, when he was made president, retaining that office until June 12, 1893. On that date he was made chairman of the board.

Charles M. Hay of the Grand Trunk, the Canadian system of railroads which lies along the Great Lakes, and even cradles into the United States, was the successor of Van Horne.

At the age of 19 years Charles M. Hay was a clerk in the Price Railroad offices in St. Louis, with a salary of \$94 a month.

At the age of 21, in October, 1880, still retaining his home in St. Louis, he became president of the Southern Railway.

His salary was the highest then received by any railroad executive in the United States.

It was a salary of \$1000 a month, more than that received by the President of the United States.

His salary was increased by thousands of dollars at a time just previous to going with the Southern Pacific to the Pacific coast, when he became, for the second time, vice president and general manager of the Grand Trunk.

At the age of 25, in October, 1885, still retaining his home in St. Louis, he became president of the Southern Railway.

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model as in the days when they were building agencies.

At St. Louis he became a clerk in the St. Louis office of the old Atlantic and Pacific Railroad, now the Union.

He was a native of Rock Island, Ill. He entered the St. Louis office in November of 1871.

In March of the following year he was promoted to a month, with a position in the St. Louis office.

In 1880 Mr. Hay became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1887 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1894 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1901 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1908 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1915 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1922 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1929 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1936 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1943 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1950 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1957 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1964 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1971 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1978 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1985 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1992 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 1999 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 2006 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 2013 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 2020 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 2027 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 2034 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 2041 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

In 2048 he became the private secretary of the general manager of the Missouri Pacific at St. Louis at \$60 a month, and remained in that position seven years, his salary to \$1000 a year.

tenance transportation and construction of the Grand Trunk Railroad.

These three terms embody a vast deal of meaning in connection with the railroad system, and Mr. McGuigan has established himself as firmly in this work as he was when he was superintendent of the Wabash division.

It has been said that Mr. Hay and Mr. McGuigan are the two men who are the backbone of the Canadian Pacific.

Each has unlimited confidence in the other, and each knows almost to perfection the business of railroad building and management.

Mr. McGuigan has practically rebuilt the Grand Trunk, and Mr. Hay has rebuilt the Canadian Pacific.

This rebuilding has included the construction of hundreds of miles of double track, and has been done in a most efficient manner.

It will be likely that Mr. McGuigan will be promoted to the position of general manager of the Grand Trunk in the near future.

This Missouri man, who has been in the railroad building and management as a farmer knows his fields.

There are no railroads in Canada which he has not been in charge of in Missouri.

Logan was arrested two days later exhausted from cold and exposure.

He had lost his pistol in his desperate jump to escape.

From our circular, which contained his photograph and description, the Knoxville police were able to identify their prisoner as the notorious leader of the Western "Wild Bunch" band of outlaws, who had been driven from his Western stronghold by efforts made for his capture on the information furnished by us.

On our earlier recommendation, arrangements were finally made to place a day and night guard over Logan in the Knoxville jail to prevent his escape, and notwithstanding this he has made two determined efforts to break jail.

Logan is a native of Dodson, Mo., and for years has been one of the most desperate of the outlaws who operate in the United States.

He has perpetrated at least six murders and was arrested by his brother-in-law on June 2, 1901, robbed the Butte County Bank under American Bankers' Association, Belle Fourche, S. D., for which crime he was sentenced to the State Penitentiary at Deadwood, S. D., on October 31, 1901.

Logan, or "Curry," as he is frequently known, was assisted by his brother-in-law, both relatives, all desperate desperadoes.

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Many friends of Mr. Hay and Mr. McGuigan believe the Southwest are wondering how long it will be before the English Government will be after these gentlemen.

Frank W. Morse, third vice president of the Grand Trunk, was superintendent of the Wabash at Port Wayne, Ind., and the division are now ready to report to the headquarters in St. Louis.

L. J. Forrester, superintendent of the Southern division of the Grand Trunk, was formerly with the Wabash Railroad.

A. Ruitz, general purchasing agent of the Grand Trunk, was a Wabash purchasing agent.

Other St. Louis railroad men have from time to time gone into Canada, but among these the most prominent now has returned.

William Kotter, the manager of the Missouri Pacific and Iron Mountain, St. Louis, was taken to the Grand Trunk, but returned, and was promoted to his present position only a few days ago by Russell Harding, general manager of the Missouri Pacific and Iron Mountain.

General Manager Harding of the Denver and Rio Grande also left Canada, but returned, and was promoted to his present position only a few days ago by Russell Harding, general manager of the Missouri Pacific and Iron Mountain.

The route of the new transcontinental line to be built by the Grand Trunk is not definitely determined.

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the greater part of whose early career was passed in Missouri.

One of these men, R. S. Logan, assistant to the second vice president and general manager of the Grand Trunk, was secretary to Mr. Hay when the latter was on the Wabash.

The proposed undertaking involves building 2,500 to 3,000 miles of line, which, equipped, will cost perhaps as much as \$100,000,000.

The line will be built by a new corporation, the Grand Trunk Pacific Railway Company, and it is hardly necessary to say that it will be a highly modern road, with the lowest obtainable grades.

It will probably leave the Grand Trunk road at a point between Toronto and North Bay and will connect with the Clergue road at Sault Ste. Marie and reach Port Arthur.

It will run through Northern Ontario, Manitoba, Saskatchewan, Assiniboia and Alberta.

The project has been under consideration for a long time, and was finally agreed to during a recent visit to England by Mr. Hay and the directors are now ready to push the project with the view of finding a terminus on Route Inlet or at Port Simpson.

Port Simpson is 50 or 60 miles north of Vancouver, the Pacific terminus of the Canadian Pacific.

Underlying this colossal project is the feeling of the great importance of getting into the rich territory of the Northwest.

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WAR OF EXTERMINATION IS BEING WAGED ON COWBOY HIGHWAYMEN.

Banks and Railroads Have Combined to Free the Country of a New Class of Desperadoes.

WRITTEN FOR THE SUNDAY REPUBLIC.

For the purpose of running down robbers of banks, railroads and express companies, a protective committee, with more than 7,000 banks and railroads represented, has been formed.

Pinkerton, the noted detective, is at the head of it, and the Union Pacific and the Great Northern lines particularly interested.

Although this "anti-outlaw" trust is combining the resources of all the banks, express companies and railroads of the great West, has been in existence only a short time, it is said to rapidly freeing the country of train robbers and safe dynamites.

At the request of the Sunday Herald Mr. Pinkerton yesterday gave some interesting figures on the subject.

At the recent convention of the American Bankers' Association it was shown that this organized hunting down of the most desperate and dangerous criminals in the world costs in the neighborhood of \$10,000 a year.

The entire Rocky Mountain region, from the Canadian border to Old Mexico, has been scoured by experts shadowing members of the gang from State to State, through nearly twenty degrees of latitude, who trails often leading into the wildest and most inaccessible haunts of outlaws and bands of prey among mountains and plains.

It is a dark and thrilling story of how quiet, unscrupulous cowboys, apparently insignificant men, sit themselves out of the society of their honest fellows and become bandits, plundering banks, throwing up railroads, spreading terror over the land.

Heavy overland express trains, rich in treasure, thunder through canyons, with expert frontiersmen among the passengers, yet all are helpless as babes when a couple of these robbers hold up the train in the mountains, blowing open cars and safes, with passengers and train crew looking on, frightened and paralyzed.

Usually the result is failure.

Then Pinkerton is telegraphed, and his agents appear.

Starting from the scene of the hold-up, they get on the trail of the fugitives, with orders to keep at it until they are successful, be it a week, a month or twenty years hence.

Said Mr. Pinkerton the other day: "As a rule, train robbers are originally cattle thieves."